



9th DISTRICT LOCAL NOTICE TO MARINERS

52/04 WEEKLY EDITION 2004

14 December 2004

Issued by: Commander (oan)
Ninth Coast Guard District
1240 East Ninth Street,
Cleveland, OH 44199-2060
Telephone: (216) 902-6069

Numbers within brackets [/] refer to the LNM where information was first printed. Direct questions about this LNM to the above address. The Weekly Supplemental editions of the Local Notice to Mariners contain only information subsequent to the issue date of the Monthly edition. To ensure having complete information concerning the waterways within the Ninth Coast Guard District, consult Monthly Edition 51/04.

District Nine Internet Address <http://www.uscg.mil/d9/uscgd9.html>
** NIS watchstander, 24 hours a day at (703) 313-5900 ** *Internet Address** <http://www.navcen.uscg.gov/>
Light List Reference: Commandant Publication P16502.7, VOL VII, 2004 Edition / Coast Pilot Reference: 2004 U.S. Coast Pilot 6 Great Lakes 34th Edition
Coast Pilot Corrections Reference download web page: <http://nauticalcharts.noaa.gov/ncd/cpdownload.htm>
The Local Notice to Mariners is available on the Internet at <http://www.navcen.uscg.gov/lnm/d9/default.htm>. You will also have links to other government agencies' web pages including the US Army Corps of Engineers and the National Ocean Service.

REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

The Ninth District and all Group offices for their areas of responsibility issue a **BROADCAST NOTICE TO MARINERS**.

The following *Broadcast Notice to Mariners* have been incorporated into this week's Local Notice to Mariners:

Group Buffalo, NY	B163-04	through	B165-04	Ninth District	C083-04	through	C084-04
Group Detroit, MI	D233-04	through	D236-04	Group Grand Haven, MI	G127-04	through	G127-04
Group Milwaukee, WI	M309-04	through	M312-04	Group Sault Ste Marie, MI	S218-04	through	S222-04

I. SPECIAL NOTICES

USACE NOTICE TO NAVIGATION INTERESTS

The following Federal Channels have conditional surveys recently completed and can be seen at the USACE Detroit District web site at <http://www.lre.usace.army.mil/OandM/o&m.html>, the USACE Chicago District website at: <http://www.lrc.usace.army.mil>, and the USACE Buffalo District website at: <http://www.lrb.usace.army.mil/waterways/survey/survey.html>
Monroe Harbor, MI [52/04]

GREAT LAKES - Great Lake Water Levels

The expected water levels on the Great Lakes for December 20, 2004. Connecting Channels and the St. Lawrence River, given in inches above (+) or below (-) Low Water Datum (LWD). LWD is a plane of reference used on a navigation chart. It is also known as chart Datum.

Great Lakes:

Lake Ontario +09, Lake Erie +19, Lake St. Clair +15, Lake Michigan-Huron +01, Lake Superior +06.

St Lawrence River:

Above Long Sault Dam +28, Above Iroquois Dam +14 Ogdensburg +12, Alexandria Bay +10, Head of River at Cape Vincent +09.

Detroit River

Lake Erie at Pelee Passage +19, Mouth of River at Gibraltar +17, Head of River above Belle Isle +15.

St. Clair River

Mouth of River at St. Clair Flats +15, Algonac +13, St. Clair +08, Blue Water Bridge +05, Head of River at Fort Gratiot +01, Lake Huron Approach Channel +01.

St. Marys River

Mouth of River at Detour +01, West and Middle Neebish +06, Head of Little Rapids +06, Below Locks +07, Above Locks +06, Head of River at Point Iroquois +06.

Available water depth is determined for a location by adding (if +) or subtracting (if -) the amount from the above to the water depth shown on National Oceanic and Atmosphere Administration (NOAA) navigational charts. Caution: Depths so determined are representative of a still water surface elevation, disturbed by neither wind nor other causes. Depth, however, may be reduced or increased as much as several feet for short periods of time due to these disturbances, or when sections of channels develop shoals. Vessel masters should refer to the Local Notice to Mariners for extent of shoaling and scattered bedrock projections in all channels. For further information direct inquiries to: Department of the Army, Detroit District Corps of Engineers P. O. Box 1027, Detroit, MI 48231, (313) 226-6443. Additional information can be found on the U.S. Army Corps of Engineers Information Center website at <http://www.lre.usace.army.mil/greatlakes/hh/greatlakeswaterlevels/waterlevelforecasts/connectingchannelsforecasts/index.cfm?> [52/04]

GREAT LAKES REGION, Bridge Violations, Monetary Increase to Civil Penalty Amounts

The September 24, 2004 edition of the Federal Register (69 FR 57336) published an increase to Civil Penalties that may be assessed by the U.S. Coast Guard for violations of bridge regulations and statutes. On August 9, 2004, President Bush signed the Coast Guard and Maritime Transportation Act of 2004, which in part increased the maximum amount that the Coast Guard can levy for violations from \$1100 to \$5000 until the end of 2004. Thereafter, the Act then raises the amount by \$5000 increments at the start of each calendar year until 2008 when the maximum amount allowed per violation per day will be \$25,000. Thus the penalty is \$5000 for a violation occurring in 2004; \$10,000 for a violation occurring in 2005; \$15,000 for a violation occurring in 2006; \$20,000 for a violation occurring in 2007; and \$25,000 for a violation occurring in 2008 and every year after that. [47/04]

LAKE ERIE - Fairport Harbor – Shoaling – Chart 14837

Shoaling has been reported in the vicinity of the Western Approach to the Fairport Harbor Breakwaters. In posit 41-46.248N, 081-16.824W, depth was reported to be 18ft. All mariners are urged to use caution while transiting the area. [43/04]

GREEN BAY, MI – Menominee River – Uncharted Shoal – Chart 14917

The Coast Guard advises all vessels transiting to Marinette/Menominee that an uncharted shoal has developed at the entrance to the Menominee River just south of the red Menominee Entrance Buoy 2 and extending south westerly to the channel's centerline. On December 2, 2004, unofficial soundings measured the depth above the shoal at 21.7 feet in approximate position 45 06.001' N, 087 34.613' W. Depths of 20-23 feet were also found in the channel extending eastward from the Ogden Street Bridge. Mariners are reminded that the charted depth of the channel as shown on NOAA chart 14917 is 20.0 feet and any attempts to enter the channel at a greater draft are not prudent. Questions can be directed to MSO Milwaukee at 414-747-7155 or, after hours, 414-747-7182. [51/04]

ST. MARYS RIVER – Munuscong Lake to Sault Ste Marie – 14883.14884

The US Army Corps of Engineers have located shoaling in the vicinity of the Bayfield Dike Light. Shoals as much as 1.5 ft above the project depth of 28 ft have been observed. The shoaling area is located approximately 850 feet west of the Bayfield Dike Light, 500 feet long and 40 feet towards the channel. Mariners are advised to use caution when transiting this area. [34/04]

ST. MARYS RIVER, MI – Drummond Island – Fallen Crane – Chart 14882

The Coast Guard has reported a fallen crane located southeast of the opening to the St. Marys River at position 45°55'09.72"N, 083°49'31.74"W. All Mariners are advised to use caution while transiting the area. [49/04]

ST. MARYS RIVER – St. Marys Falls Canal, MI – Chart 14884

The Davis Lock will be closed as of 0800 hours on 18 October 2004 to allow dewatering to facilitate completion of the required 5-year structural inspection and accomplishment of minor repairs. The Poe Lock and the MacArthur Lock will continue to be operational on a twenty-four (24) hours per day, seven (7) days per week basis throughout the navigation season. The Sabin Lock, which is in a non-operative status, will also be dewatered at this time. [44/04]

II. DISCREPANCIES IN AIDS TO NAVIGATION as of 1000 December 14, 2004

This section lists all changes to discrepancies. The following abbreviations are used:

B	Buoy	BKW	Breakwater	(C)	Canadian Aid
CHL	Channel	DAM	Damaged	DAYBD	Dayboard
DBN	Daybeacon	DECOM	Decommissioned	DISCON	Discontinued
ENT	Entrance	ESTB	Established	EXT	Extinguished
F/S	Fog Signal	HBR	Harbor	IMCH	Improper Characteristic
INOP	Inoperative	JCT	Junction	LB	Lighted Buoy
LBB	Lighted Bell Buoy	LGB	Lighted Gong Buoy	LHB	Lighted Horn Buoy
LIB	Lighted Ice Buoy	LT	Light	LWP	Left Watching Properly
OBST	Obstruction	OFFSTA	Off Station	MSLDG	Misleading
(P)	Private Aid	PARSUB	Partially Submerged	PAROBSC	Partially Obscured
PHD	Pierhead	RBN	Radiobeacon	RAC	Racon
DIM	Reduced Intensity	RELDRG	Relocated for dredging	RELSHL	Relocated for Shoaling
RELCON	Relocated for Construction	RF	Range Front	RPTD	Reported
RR	Range Rear	(SLS)	St. Lawrence Seaway Devel Corp	SND CONT	Sounding Continuously
TRUB	Temporarily Replaced With A B	TRLB	Temporarily Replaced With A LB	TRLT	Temporarily Replaced With A Light
W/M	Winter Mark				

A. RECENT DISCREPANCIES

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNMR Ref.
2075	OSWEGO HBR E BRKWTR LT	DAM	14813	B165-04	52/04
3450	DUNKIRK HBR B 9	OFFSTA	14823	B089-04	15/04
6050	MAUMEE BAY ENT LT 2	LT EXT	14847	D233-04	50/04
6245	MAUMEE RIVER DISPOSAL AREA LT A (P)	LT EXT	14847	D231-04	49/04
6250	MAUMEE RIVER DISPOSAL AREA LT B (P)	LT EXT	14847	D231-04	49/04
8475	LK ST CLAIR LB 13	LT EXT	14850	D236-04	52/04
11870	CHEBOYGAN RVR DBN 18	MISSING	14886	S217-04	51/04
12960	PT AUX FRENES LIB 19	IMCH	14882	S222-04	52/04
13310	MIDDLE NEEBISH CH LB 49	OFFSTA	14883	S221-04	52/04
14490	PT IROQUOIS SHL LBB	LT DIM	14884	S220-04	52/04
15845	DULTH HBR S BRKWTR OTR LT	LT DIM	14975	S215-04	51/04
21610	MINNEAPOLIS SHL LT	LT EXT	14908	M312-04	52/04

B. DISCREPANCIES CORRECTED

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNMR Ref.
2680	BUFFALO HBR LT	IMCH	14833	B164-04	52/04
5170	BAY PT SHL LB	LT DIM	14844	D201-04	41/04
5825	ERIE PROVING GRND B K	OFFSTA	14830		44/04
11505	NORDMEER WRK LB WR1	RAC INOP	14864	S140-04	30/04
19790	CHICAGO LAKEFRNT NE SHL LB 2	RAC INOP	14927	M303-04	49/04

III. TEMPORARY CHANGES IN AIDS TO NAVIGATION as of 1000 December 14, 2004**A. TEMPORARY CHANGES**

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
4350	LORAIN HBR LT 6	TEMP RELCON	14841		35/03
6450	LUNA PIER MARINA BKW LT 1 (P)	TEMP DISCON	14846	D224-01	23/01
6455	LUNA PIER MARINA BKW LT 2 (P)	TEMP DISCON	14846	D224-01	23/01
14540	LITTLE LAKE HBR LT 2	TEMP DISCON	14962	S046-03	06/03
19002	GRAND RIVER B 3B	TEMP ESTB	14933		26/04
21305	PLUM ISL FR LT	TEMP LT DIM/CHAR CHNG TO Q FL	14909	M231-04	33/04
21310	PLUM ISL RR LT	TEMP LT DIM/CHAR CHNG FL 4s	14909	M230-04	33/04
21591	LITTLE FISHDAM RIVER ACCESS LT (P)	TEMP DISCON	14908	M050-01	09/02

B. RECENT TEMPORARY CHANGES CORRECTIONS

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
NONE.					

IV. CHART CORRECTIONS

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number. The correction listed pertains to that chart only. It is up to the mariner to decide what charts are to be corrected. The following example explains the individual elements of a typical correction.

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Reference datum	Source Agency of correction	Current Notice to Mariners
14922	17th ed. MANITOWOC AND SHEBOYGAN HARBORS	4/25/92	Last LNM 12/93	NAD 83	(CGD9)	17/93
	Change	Manitowoc South Breakwater Light to "3" Fl G 2.5s, 37ft 8 StM			44-05-29.00N	087-38-37.00W
	Corrective action	Object of corrective action			Position	

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000° true. Bearings of light sectors are toward the light from lakeward.

14844	32nd ed.	Jan 2004	Last LNM 11/04	NAD 83	(CGD9)	52/04
	ISLANDS IN LAKE ERIE, Including Sandusky Bay					
	Delete	G C "1" Priv			41-25-49.02 N	082-36-54.06W
		R N "2" Priv			41-25-50-28N	082-36-55.44W
14853	15th ed.	May 2004	Last LNM 50/04	NAD 83	(NOS Silver Spring, MD)	52/04
	(SC) DETROIT RIVER, LAKE ST. CLAIR AND ST. CLAIR RIVER					

(Page 38 and 39)

Add	R S "X36" (C) at	42-31-23.50N	082-39-51.00W
Add	R S "X40" (C) at	42-31-49.30N	082-36-38.50W
Delete	R S "X38" (C) at	42-31-36.50N	082-39-14.50W
Delete	Fl R 4s 26ft "X36" (C) at	42-31-22.00N	082-39-49.70W
Delete	Fl R 4s 26ft "X40" (C) at	42-31-47.60N	082-38-37.30W

(Page 6)

Relocate	R S "DA14" (C) from	42-05-22.70N	083-06-50.80W
	to	42-05-23.80N	083-06-50.50W

(Page 7)

Relocate	R S "DA20" (C) from	42-06-20.50N	083-06-55.70W
	to	42-06-20.50N	083-06-56.10W
Relocate	R S "DA22" (C) from	42-06-50.70N	083-06-53.70W
	to	42-06-50.70N	083-06-54.10W

14910	23rd ed.	02/03	Last LNM 42/04	NAD 83	(CGD9)	52/04
	LOWER GREEN BAY (LORAN C)					
	Delete	G C "1" Priv			44-38-48.82N	087-45-41.19W
		Fl 4s 4ft Priv			44-38-45.53N	087-45-39.46W

V. ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION**Upper Niagara River – Grand Isle Range Lights – Charts 14822 and 14832**

The Coast Guard will be changing the Grand Island Range Lights LLNR's 3075 and 3080 to a Precision Direction Light. The change will involve disestablishing Grand Island Rear Range Light LLNR 3080, installing a Green/White/Red Sected light on Grand Island Front Range Light LLNR 3075 and renaming the Light; Grand Island Precision Sector Light. The white sector will indicate the center of the channel and the colored sectors will correspond to the red and green sides of the channel. [31/03]

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION**Lake Erie – Islands in Lake Erie – Perry Memorial Monument Light – Chart 14844**

The Coast Guard is proposing to discontinue the navigations light Iso W 6s on Perry Memorial Monument Light (LLNR 5670). Aid will remain flood lighted with aircraft warning lights and fixed white lights on the observation platform. [50/04]

Lake Erie – South Shore of Lake Erie – Chart 14842

The Coast Guard is proposing to...

Disestablish Sandusky Bay Channel Buoy 1 (LLNR 5035)
Sandusky Bay Channel Buoy 5 (LLNR 5050)
Sandusky Bay Channel Buoy 6 (LLNR 5055)
Sandusky Bay Channel Buoy 7 (LLNR 5060)
Muddy Creek Buoy 10 (LLNR 5075)
Muddy Creek Buoy 11 (LLNR 5080)
Sandusky Bay Channel Buoy 16 (LLNR 5097)
Sandusky Bay Channel Buoy 19 (LLNR 5105)
Sandusky Bay Channel Buoy 22 (LLNR 5111)
Sandusky Bay Channel Buoy 25 (LLNR 5125)
Change Sandusky Bay Channel Buoy 3 (LLNR 5040) to Muddy Creek Bay Buoy 1 (LLNR 5035)
Sandusky Bay Channel Buoy 4 (LLNR 5045) to Muddy Creek Bay Buoy 2 (LLNR 5040)
Rename Muddy Creek Buoy 8 (LLNR 5065) to Muddy Creek Bay Buoy 6 (LLNR 5060)
Muddy Creek Buoy 9 (LLNR 5070) to Muddy Creek Bay Buoy 9 (LLNR 5075) [45/04]

Lake Huron – Considered Disestablishment – Chart 14864

The Coast Guard is considering disestablishment of Sturgeon Point Light (LLNR 11345). The Lighthouse and associated building will be transferred under the National Historic Lighthouse Preservation Act. [37/04]

Lake Huron - Harbor Beach Light, On-Demand Fog Signal - Chart 14862

The Coast Guard is proposing to solarize and install an on-demand fog signal system in Harbor Beach Light (LLNR 10130). Energize the fog signal by keying VHF microphone on channel 79 five times. The changes would occur in May 2005. [45/04]

Lake Michigan – Muskegon Lake – Chart 14934

MUSKEGON S BKW LIGHT (LLNR 18705) reduce light range from 7 to 5 miles. Energize the fog signal by keying VHF microphone on channel 79 five times. The changes would occur in May 2005. [49/04]

For any comments or questions on these proposed changes please contact BMCS Sharp of the Ninth District Aids to Navigation office at (216) 902-6067.

VII. GENERAL NOTICES

LAKE ERIE – Erie Harbor – Waterways Analysis and Management System Study – Chart 14835

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Erie Harbor Waterway. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:

Commanding Officer

USCGC Hollyhock (WLB-214)

P. O. Box 610786

Foot of Lincoln Ave.

Port Huron, MI 48061-0786

Phone: (810) 982-2684 [37/04]

LAKE ERIE – OH – Cuyahoga River, Scheduled Bridge Maintenance, Chart 14839

The Norfolk Southern Railroad Bridge, at Mile 0.76 over the Cuyahoga River, is scheduled for electrical rehabilitation from January 24 until February 13, 2005. During this period, the bridge will be secured to masthead navigation. [52/04]

DETROIT RIVER – East and West Channel – Waterways Analysis and Management System Study – Chart 14848

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Detroit River East and West Channel Waterways. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:

Commander

USCGC Bristol Bay (WTGB 102)

110 Mt. Elliot Ave.

Detroit, MI 48204-4380

ATTN: LTJG Jim Hiltz

Phone: (313) 568-9548 [37/04]

LAKE HURON – Alpena Harbor – Waterways Analysis and Management System Study – Chart 14864

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Alpena Harbor Waterway. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:

Commanding Officer

USCGC Acacia (WLB-406)

109 Bridge Park Drive

Charlevoix, MI 49720-9999

Phone: (231) 547-4447 [37/04]

***** REVISED LNM 51/04 *****

LAKE MICHIGAN - IL - Chicago Harbor, Bridge Maintenance, Chart 14926

Maintenance work will be performed at South Ashland Avenue Bridge, Mile 5.57 over South Branch of Chicago River, between the hours of 0730 and 1600, Monday through Friday, from October 21, 2003, to March 15, 2005. A work barge will be moored close to the bridge piers at all times, leaving approximately 140 feet horizontal clearance through the bridge. The barge will be lighted at night. [22/04] [51/04]

LAKE MICHIGAN – Calumet, Indiana, and Chicago Harbor – Waterways Analysis and Management System Study – Chart 14928 and 14929

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Calumet, Indiana and Chicago Harbor Waterways. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:

Commander

U. S. Coast Guard Group

2420 South Lincoln Memorial Dr.

Milwaukee, WI 53207-1997

ATTN: ATON Officer

Phone: (414) 747-7188 [37/04]

LAKE MICHIGAN - IL – Chicago Harbor, North and South Branches of the Chicago River, Bridge Closures for Scheduled Maintenance, Chart 14926

Between November 30, 2004 and March 31, 2005, maintenance is scheduled to be performed on the following bridges - North Branch: Ohio Street Bridge at Mile 2.09, South Branch: Van Buren Street at Mile 2.26, Congress Street at Mile 2.35, and Harrison Street at Mile 2.44. Two-week advance notice is required for an opening and may be scheduled by calling (312) 745-3118. [50/04]

LAKE MICHIGAN – MI – St. Joseph River, Winter Operating Schedule, Chart 14930

The CSX Railroad Bridge, at Mile 0.67 over the St. Joseph River, will open for transiting vessels if at least 12-hours advance notice is provided prior to intended time of passage between 0001 December 20, 2004 and 2400 February 28, 2005. Advance notice may be provided by calling the Yardmaster (24-Hours) at 616-246-5600 or Terminal Manager at 804-475-6730. [52/04]

ST. MARY'S RIVER – MI – Sault Ste. Marie Locks, Bridge Closure for Winter Season, Chart 14884

The CN Railway (Wisconsin Central) Bridges across the Davis, Sabin, Poe and MacArthur Locks will be placed in the closed to navigation position upon closure of the locks by the Corps of Engineers until the opening of the locks in Spring 2005. Twelve-hour advance notice is required to open either of the draws. Advance notice may be provided by calling (906) 635-4275 or (906) 248-5300 after 1700 and/or weekends, or (715) 345-2464. [51/04]

SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT

The LNM column is where the entry originally appeared and where detailed information may be obtained. The dates listed for completions are tentative.

Location	LNM	Subject	Hours / Days	Until
<u>NEW YORK STATE CANAL</u>				
Oriskany to Utica, NY	34/03	CANAL WAY TRAIL SYSTEM	0700-1700/ MON - FRI	31 DEC 04
<u>LAKE ONTARIO</u>				
Rochester, NY	41/03,25/04	BRIDGE CONSTRUCTION	0700-1630/ MON - FRI	2004 NAV SEASON
Irondequoit Bay, NY	45/04	BRIDGE CLOSURE	VARIOUS	31 MAR 05
<u>LAKE ERIE</u>				
Buffalo Harbor, NY	41/03	BRIDGE MAINTENANCE	24 HRS/ 7 DAYS A WK	2004 NAV SEASON
Cleveland, OH	14/03,17/04	PILE DRIVING, EXCAVATION, ETC.	24 HRS/ 7 DAYS A WK	DEC 04
Cleveland Harbor, OH	12/04	PILE DRIVING, EXCAVATION, PIPE INSTALL	24 HRS/ 7 DAYS A WK	31 DEC 04
Lorain Harbor, OH	34/03	WEST PIER REHABILITATION	DAWN-DUSK/ MON - FRI	31 DEC 04
Toledo, OH	41/03	BRIDGE CONSTRUCTION	24 HRS/ 7 DAYS A WK	2004 NAV SEASON
Cleveland, OH	34/04	DREDGING	VARIOUS	03 JUN 07
Erie Harbor, PA	37/04	WAMS ANALYSIS	VARIOUS	TBD
Black Rock Lock, NY	39/04	DREDGING	VARIOUS	TBD
Toledo, OH	43/04	BASCULE REPLACEMENT	VARIOUS	07 MAR 05
Maumee River, OH	43/04,45/04	BRIDGE CLOSURE	VARIOUS	07 MAR 05
Buffalo Harbor, NY	28,35,47/04	BRIDGE MAINTENANCE	VARIOUS	31 JUL 05
Maumee River, OH	48/04	BRIDGE CLOSURE FOR REHABILITATION	VARIOUS	07 MAR 05
Ashtabula Harbor, OH	49/04	WINTER BRIDGE OPERATING SCHEDULE	VARIOUS	01 APR 05
Maumee River, OH	49/04	BRIDGE CLOSURE FOR REHABILITATION	VARIOUS	07 FEB 05
Erie, PA	50.04	MARINE CONSTRUCTION	0730-1730	22 DEC 04
Cuyahoga River, OH	52/04	SCHEDULED BRIDGE MAINTENANCE	VARIOUS	13 FEB 05
<u>DETROIT RIVER</u>				
Fleming Channel, MI	25/04	BARGE OPERATIONS	24 HRS/ 7 DAYS A WK	TBD
East and West Channel	37/04	WAMS ANALYSIS	VARIOUS	TBD
<u>ST CLAIR RIVER</u>				
Pine River, MI	44/04,45/04	SUBMARINE CABLE REPLACEMENT	0700-1700/MON-SAT	15 MAR 05
St. Clair Shores, MI	47/04	DREDGING AND TRANSPORT OF DREDGED SPOILS	0700-1800/MON-SAT	31 DEC 04
<u>LAKE HURON</u>				
Alpena Harbor, MI	37/04	WAMS ANALYSIS	VARIOUS	TBD
<u>LAKE MICHIGAN</u>				
Manistee Harbor, MI	35/04	BRIDGE MAINTENANCE AND CLOSURE	24 HRS/ 7 DAYS A WK	30 APR 05
Beaver Island, MI	40/04	MOORING FACILITY RENOVATIONS	0700-1900/7 DAYS A WK	31 DEC 04
St. Joseph River, MI	43/04	REHABILITATION UPGRADES	VARIOUS	15 MAR 06
Indiana Harbor, IN	28/04	REPORTED OBSTRUCTION	24 HRS/ 7 DAYS A WK	TBD
Milwaukee Harbor, WI	43/04	WINTER BRIDGE OPERATING SCHEDULE	VARIOUS	01 APR 05
Milwaukee Harbor, WI	41/03	BRIDGE DEMOLITION AND CONSTRUCTION	0600-0800/ MON – FRI	2004 NAV SEASON
Green Bay Harbor, WI	47/04	WINTER BRIDGE OPERATING SCHEDULE	VARIOUS	01 APR 05
Calumet Harbor, IL	48/04	BRIDGE DEMOLITION	0700-1530/ MON – FRI	24 DEC 04
Green Bay, WI	49/04	MECHANICAL DREDGING	24 HRS/ 7 DAYS A WK	31 DEC 04
Green Bay Harbor, WI	49/04	WINTER BRIDGE OPERATIONS SCHEDULE	VARIOUS	01 APR 05
Chicago Harbor, IL	50/04	BRIDGE CLOSURES SCHEDULED MAINTENANCE	VARIOUS	31 MAR 05
Chicago Harbor, IL	22/04,51/04	BRIDGE MAINTENANCE	0700-1630/ MON – FRI	15 MAR 05
St. Joseph River, MI	52/04	WINTER OPERATING SCHEDULE	VARIOUS	28 FEB 05
<u>ST. MARY'S RIVER</u>				
Sault Ste Marie Locks, MN	,51/04	BRIDGE CLOSURE FOR WINTER SEASON	24 HRS/ 7 DAYS A WK	Spring 2005

Location	LNM	Subject	Hours / Days	Until
LAKE SUPERIOR				
Straits of Mackinac	21/04	BRIDGE MAINTENANCE - PAINTING	VARIOUS	DEC 06

VIII. LIGHT LIST CORRECTIONS, VOL VII, GREAT LAKES

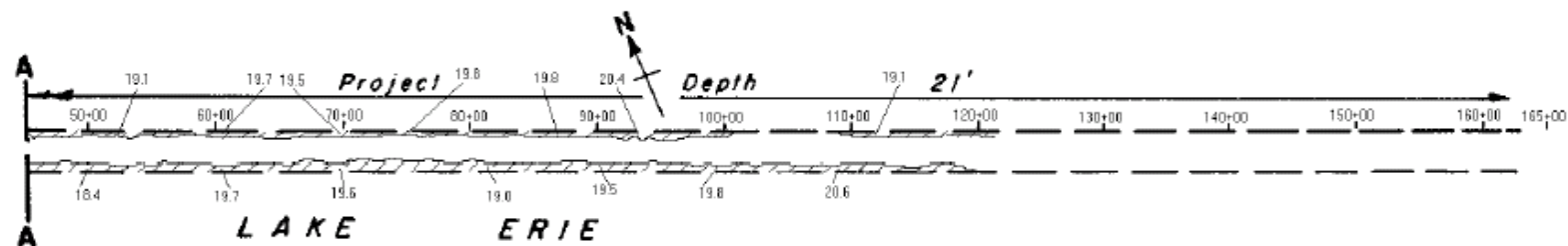
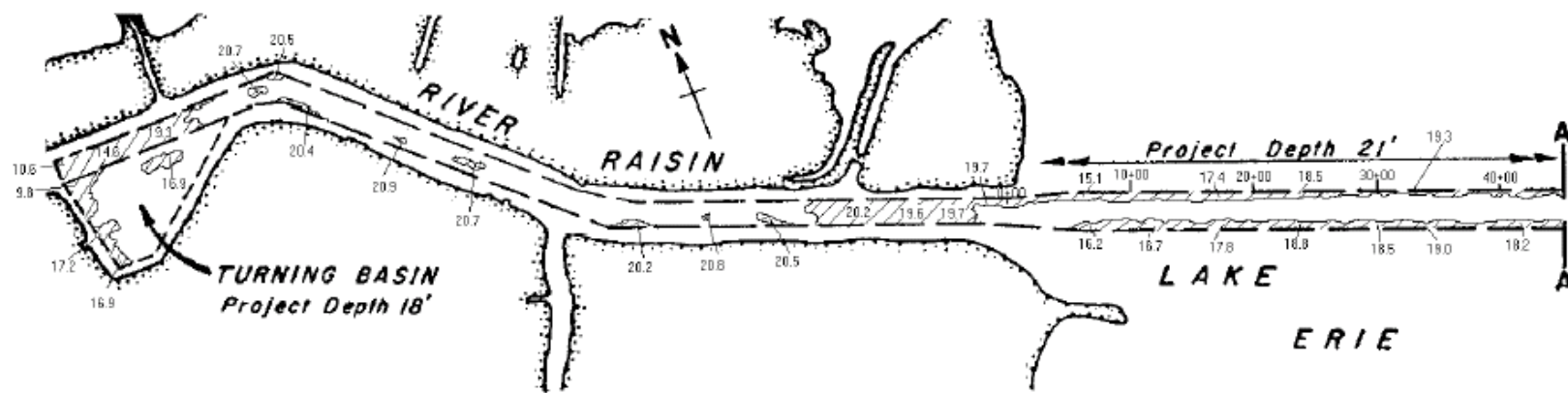
(* Denotes the column in which a correction has been made or new information added.)

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
Point Retreat Marina							
Aids to navigation maintained from May 1 to Nov. 15.							
4535 *	- Buoy 1 *	*	*	*	*	*	Remove from list * [52/04]
4540 *	- Buoy 2 *	*	*	*	*	*	Remove from list * [52/04]
4550 *	- Buoy 3 *	*	*	*	*	*	Remove from list * [52/04]
22047 *	- Buoy 1 *	*	*	*	*	*	Remove from list * [52/04]
22047.1 *	- Buoy 2 *	*	*	*	*	*	Remove from list * [52/04]
22047.2 *	- Buoy 3 *	*	*	*	*	*	Remove from list * [52/04]
22047.3 *	- Buoy 4 *	*	*	*	*	*	Remove from list * [52/04]
22047.4 *	- LIGHT *	*	*	*	*	*	Remove from list * [52/04]

IX. ENCLOSURES

- (1) condition of channel – Monroe Harbor, MI – chartlet
- (2) Security Zone; Captain of the Port Chicago Zone, Lake MI

R J. PAPP, JR
Rear Admiral, U. S. Coast Guard
Commander, Ninth Coast Guard District



The information depicted on this map represents the results of surveys made on the date indicated and can only be considered as indicating the general conditions existing at that time.

Surveys taken: JULY - OCTOBER 2004

(Monroe.bmp)



Shoals indicate least available depth below LWD

Elevations and project depths are referred to IGLD, 1985 when Lake Erie is at elevation 569.2 ft. above Mean Sea Level.

MONROE HARBOR, MICHIGAN

CONDITION OF CHANNEL

ISSUED: 9 DECEMBER 2004

U.S. Army Engineer District, Detroit

DEPARTMENT OF HOMELAND SECURITY
Coast Guard
33 CFR Part 165
[CGD09-04-020]
RIN 1625-AA87 (Formerly RIN 2115-AA00)
Security Zone; Captain of the Port Chicago Zone, Lake MI
AGENCY: Coast Guard, DHS.
ACTION: Final rule.

SUMMARY: The Coast Guard is removing the security zone around the Byron Nuclear Power Plant and adding a security zone around the Hammond Intake Crib on Lake Michigan. The Coast Guard has determined that the removal of the security zone for the Byron Nuclear Power Plant would not increase the plant's vulnerability. The Hammond Intake Crib Security Zone is necessary to protect the fresh water supply from possible sabotage or other subversive acts, accidents, or possible acts of terrorism. The zone is intended to restrict vessel traffic from a portion of Lake Michigan.

DATES: This rule is effective December 10, 2004.

ADDRESSES: Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket CGD09-04-020 and are available for inspection or copying at U.S. Coast Guard Marine Safety Office Chicago, 215 West 83rd Street, Suite D, Burr Ridge, IL, 60527 between 7 a.m. and 3:30 p.m., Monday through Friday, except Federal holidays. **FOR FURTHER INFORMATION CONTACT:** LTJG Christopher Brunclik, MSO Chicago, at (630) 986-2155.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On August 4, 2004 we published a notice of proposed rulemaking (NPRM) entitled, Security Zone; Captain of the Port Chicago Zone, Lake Michigan, in the Federal Register (69 FR 47047). We received no letters commenting on this proposed rule. No public meeting was requested, and none was held. Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the Federal Register. The reason being that the Hammond Intake Crib Security Zone is necessary to protect the public, facilities, and the surrounding area from possible sabotage or other subversive acts.

Background and Purpose

On September 11, 2001, the United States was the target of coordinated attacks by international terrorists resulting in catastrophic loss of life, the destruction of the World Trade Center, and significant damage to the Pentagon. Current events indicate that significant threats still exist for this type of attack. In fact, National security and intelligence officials warn that future terrorists attacks are likely. The Coast Guard is responding by, amongst many other things, establishing security zones around critical infrastructure.

We are removing the Byron Nuclear Power Plant Security Zone and adding a security zone around the Hammond Intake Crib. It has been determined that the removal of the security zone for the Byron Nuclear Power Plant would not increase its vulnerability. The Hammond Intake Crib security zone is necessary to protect the public, facilities, and the surrounding area from possible sabotage or other subversive acts. All persons other than those approved by the Captain of the Port Chicago, or his on-scene representative, are prohibited from entering or moving within the zone. The Captain of the Port Chicago may be contacted via phone at the above contact number.

Discussion of Comments and Changes

No comments were received, no issues were identified and no changes were added.

Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security (DHS).

We expect the economic impact of this rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS is unnecessary. Since this security zone is not located near commercial vessel shipping lanes, there will be no impact on commercial vessel traffic as a result of this security zone.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in

their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

This security zone will not have a significant economic impact on a substantial number of small entities for the following reasons. This rule will not obstruct the regular flow of traffic and will allow vessel traffic to pass around the security zone.

Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520.).

Federalism

A rule has implications for Federalism under Executive Order 13132, if it has a substantial direct effect on State or Local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this rule would not result in such expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This rule would not affect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to safety that might disproportionately affect children.

Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. It has not been designated by the Administrator of the Office of Information and Regulatory Affairs as a significant energy action.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this rule under Commandant Instruction M16475.ID, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2-1, paragraph (34)(g), of the Instruction, from further environmental documentation.

Under figure 2-1, paragraph (34)(g) of the Instruction, an "Environmental Analysis Check List" and a "Categorical Exclusion Determination" are not required for this rule. Comments on this section will be considered before we make the final decision on whether to categorically exclude this rule from further environmental review.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

PART 165--REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701; 50 U.S.C. 191, 195; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; Pub. L. 107-295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

2. In Sec. 165.910, revise paragraph (a)(5) to read as follows:

Sec. 165.910 Security Zones; Captain of the Port Chicago, Zone, Lake Michigan.

(a) * * *

(5) Hammond Intake Crib. All navigable waters bounded by the arc of a circle with a 100-yard radius with its center in approximate position 41[deg]42'15" N, 087[deg]29'49" W (NAD 83).

* * * * *

Dated: November 16, 2004.

D.S. Fish, Commander, U.S. Coast Guard, Acting Captain of the Port.

[FR Doc. 04-27099 Filed 12-9-04; 8:45 am]

BILLING CODE 4910-15-P